

MEASURE B, CITIES AND STATE REBUILD I-880

Adds lanes, improves interchanges

This is the last step in an ambitious plan promised to voters by the 1986 Measure B tax measure which substantially improved the Nimitz Freeway throughout Alameda County.

In addition to adding 26 miles of carpool lane, which will open a continuous traffic flow from San Leandro to and through Santa Clara County, the projects constructed on I-880 also improved cross freeway access by reconstructing 13 overcrossings in the corridor. Local communities along I-880 have been drawn together like never before by the 34 additional lanes on these overcrossings improved pedestrian and bicycle access across the freeway, and improved safety of the on- and off-ramp access to I-880.

HOV continued from front page

greater effectiveness for its users. Improving the flow of our highway system reduces emissions, commute costs and loss of time stuck in traffic.

The State initially installed carpool lanes on the I-880 between San Leandro and Union City. When Measure B was passed by Alameda County voters in 1986, it included funding for carpool lanes from Union City south to the county line. Before any lanes could be added to the freeway, every interchange along the way had to be rebuilt, both to improve safety and efficiency and to provide enough room beneath the overpasses for the extra lanes. So in each case, the carpool lanes were added as the overpasses were rebuilt. The I-880/Mission Boulevard Interchange is the final project in this series.

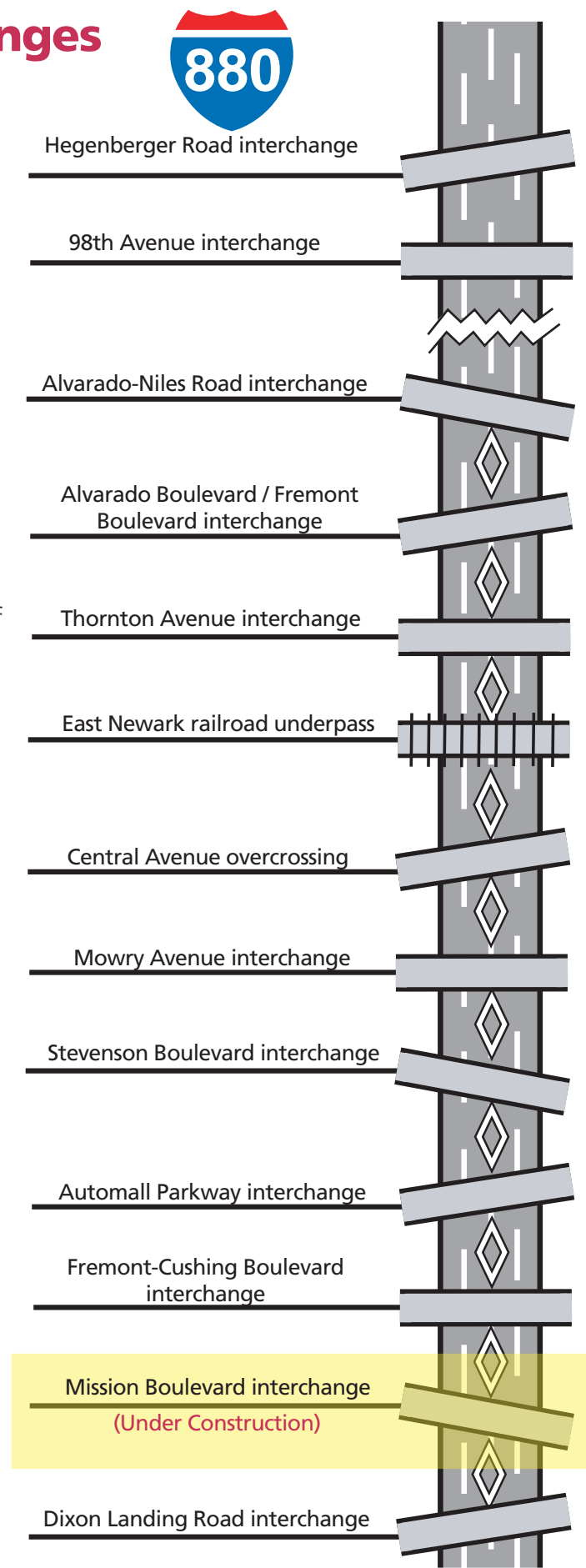
Once this overpass is reconstructed, new lanes will be installed from Fremont Boulevard to the county line. In Santa Clara County the new lanes have already been built south to the 237 interchange, and they will be put into use when this project is completed. The carpool lane will then open a continuous commute corridor for more than 30 miles, from San Leandro to Sunnyvale.

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I-880/MISSION BOULEVARD INTERCHANGE & HOV LANES



Efficiency, safety and capacity improved

The Mission/I-880 Interchange and HOV Lanes project is designed to enhance traffic efficiency, safety and capacity in and around the interchange of the I-880 and Mission Boulevard (State Route 262) in southern Fremont.

This project will improve traffic flows on the freeway as well as between I-880 and I-680 along Mission Boulevard. Local traffic circulation between commercial and industrial areas on both sides of I-880 will be improved by the extension of Warren Avenue over I-880. The project extends existing carpool lanes to connect with carpool lanes in Santa Clara County. The \$178 million project is funded by the State of California, the City of Fremont, the Federal Highway Administration and Alameda County's Measure B half-cent transportation sales tax. Construction is anticipated to be completed in Fall 2008.



Final step in connecting carpool lanes

The 5.3 miles of carpool lanes to be implemented as part of the Mission/I-880 Project put in place the final pieces of a project started more than 19 years ago, building on a huge success story.

Past investments from joint efforts of the State and the original Measure B show significant advantages for those who use them. For example, since 1999, the highest carpool time savings in the entire Bay Area is on southbound I-880 from Whipple to Mission. Because of commitments from Caltrans and Measure B, people who choose to share a ride in this carpool lane save up to 20 minutes over those who choose to drive alone.

These joint investments show how the State and Alameda County can deliver more to its residents and businesses with

— please see HOV on the back page —



I-880 HOV Lanes

San Leandro



HOV lanes now

New HOV lanes

New HOV lanes on 237



Alameda County Transportation Authority





I-880/MISSION BOULEVARD INTERCHANGE & HOV LANES

MISSION BLVD.

262



Project Components

Phase 1A

The new Mission/I-880 interchange will feature separate direct connectors in each direction to and from I-880 and Mission Boulevard (State Route 262). A new Warren Avenue overcrossing will be constructed offering local traffic a direct connection across I-880, including a bike route, as well as to and from I-880.

In addition, auxiliary lanes and HOV lanes will be added in both directions to I-880 from Fremont Boulevard to the county line at Dixon Landing Road, and HOV lanes will be added by painting and striping existing pavement from Dixon Landing Road to the 237 / I-880 interchange in Milpitas.

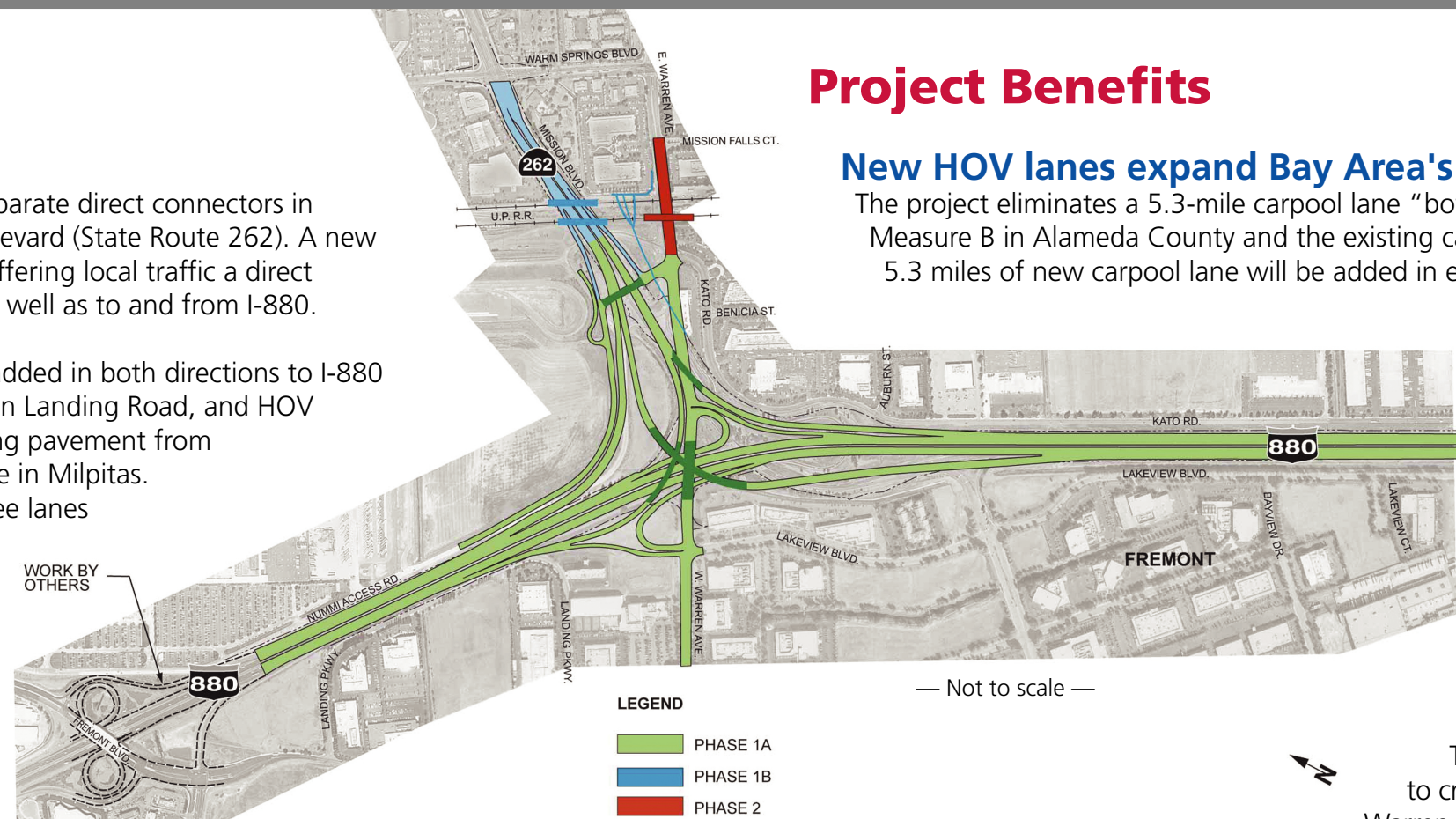
The freeway will be expanded from its current three lanes in each direction to four lanes in each direction from Fremont Boulevard to the new interchange, and six lanes in each direction from the interchange south to the county line.

Phase 1B (Partially funded)

An underpass that carries Mission Boulevard beneath railroad tracks just east of the first phase of the project will be rebuilt and widened, adding a lane in each direction and making room that is required for the Mission Boulevard connector ramps to the new interchange.

Phase 2 (Not yet funded)

A grade separation will be constructed at Warren Avenue, creating a Warren Avenue underpass beneath the railroad tracks, enhancing safety and efficiency for both rail and street traffic. When BART is extended from Warm Springs into Santa Clara County, BART service will utilize the new grade separation. This project is not funded by Measure B or the State and will be delivered independently.



Project Benefits

New HOV lanes expand Bay Area's best carpool route

The project eliminates a 5.3-mile carpool lane "bottleneck" between the carpool lanes already built by Measure B in Alameda County and the existing carpool lanes on Route 237 in Santa Clara County. 5.3 miles of new carpool lane will be added in each direction.

New interchange improves safety, efficiency, capacity

In 1999, traffic flow on I-880 was estimated at 157,000 vehicles per day, and during rush hour as many as 11,500 vehicles per hour. Mission Boulevard was estimated, in 1999, to carry 66,000 vehicles per day, with a rush-hour peak of 4,700 vehicles per hour. On a scale of A through F, several portions of this route are currently rated F. This project will significantly increase peak hour capacity.

The project eliminates the need for local traffic seeking to cross I-880 between the east and west segments of Warren Avenue to interact, or "weave" with freeway traffic. Instead, Warren Avenue will become a simple, direct overcrossing and will include a bike route to address multi-modal needs.

Traffic moving to and from the freeway, both from Mission Boulevard and Warren Avenue, will have direct connections to and from the freeway.

Warren Avenue will cross I-880 for the first time since the original construction of the freeway divided east and west Warren avenues, providing local access across the freeway south of Fremont Boulevard.

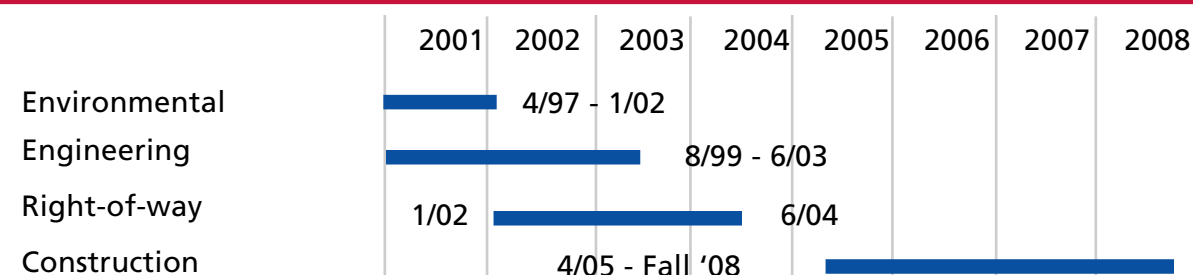
Project boosts access to area jobs and businesses

- Access to NUMMI, the largest private employer in Alameda County
- Access to the future Warm Springs BART station and surrounding transit-oriented developments
- Access to the Warm Springs commercial district
- Access to growing industrial parks in the Gateway and Kato Road districts
- Construction- and project-related jobs
- Fremont economy – jobs

Project Coordination

Caltrans
ACTA
Fremont

Phase 1A Timeline



Phase 1 Project funding

Measure B	\$29.3 million
State	\$56.0 million
Federal	\$10.3 million
City of Fremont	\$54.4 million
Other	\$27.8 million
TOTAL	\$177.8 million